

8.0

Parking Standards

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8.1 Intent

The intent of this Chapter is to establish standards for the design, configuration and performance of parking facilities based on urban densities and needs. Parking encompasses all public and private facilities necessary for the storage of motorized and non-motorized transportation and encourages the use of parking garages rather than surface parking, and supports a pedestrian-friendly environment and attractive urban design. The purpose of requiring parking as a condition of development is to provide an adequate amount of parking for a site, recognizing that a balance must be reached between: *Insufficient Parking*, leading to overflow parking in adjacent streets and neighborhoods, abutting streets as well as unauthorized parking in nearby private lots or bicycles chained to streetlights and benches; and, *Excessive Parking*, wasting space and resources that could be better utilized for people, landscape, etc. These Development standards support the Design standards found in Chapter 15 Parking, and are intended to:

- A. Ensure adequate, safe, and reasonable storage of and access to parking/facilities
- B. Allow for flexibility in the design and location of parking/facilities;
- C. Efficiently and effectively use the site and the parking provided therein;
- D. Encourage the use of on-street parking and allow it to meet as much of the required parking as possible;

- E. Require residential, office and retail uses to use other urban, more pedestrian-friendly forms of parking, specifically structured parking, to meet a portion of the minimum parking requirement, rather than on-site surface parking lots, to meet as much of the required parking as possible;
- F. Provide facilities appropriate for the anticipated use with a minimum of paving; and,
- G. Allow flexibility to adapt to changing market needs, including car sharing, and different modes of transportation, and implement changing community priorities.

8.2 Applicability

These provisions shall apply as outlined in Section 1.1C Applicability in Chapter 1.0 Purpose and Applicability of the Central Issaquah Development and Design Standards.

8.3 Permit Required

Parking or loading spaces shall not be created, constructed, located, relocated or modified after the effective date of these provisions without first obtaining a permit as required by this code.

8.4 Commute Trip Reduction and Transportation Management Action Plan

Comply with Chapter 10.46 IMC, Commute Trip Reduction, and Transportation Management Plan IMC 18.09.120 in a coordinated, comprehensive Transportation Management Action Plan. A Transportation Management Action Plan represents a combination of transportation demand management program elements and implementation techniques to promote the desired transportation mobility modes and time of travel. A Transportation Management Action Plan often focuses on strategies to reduce peak period single occupant vehicle use towards off peak use and non-single occupant vehicle use.

8.5 Use of Required Parking

Required off-street parking is intended to provide vehicle parking only for residents, customers, patrons, visitors, and employees. Area devoted to parking may not be used for any other purpose, except as authorized by this Chapter. Except in designated areas, required parking shall not be used for the storage of motorized vehicles, trailers, boats or materials, or the parking of vehicles used in conducting the business, or the sale, repair or servicing of any vehicle.

- A. Temporary Use: Parking stalls on privately-owned Circulation Facilities and parking lots, may be used temporarily for conducting business such as Produce stands, Outdoor Vendors such as espresso carts, food carts and trucks, and Christmas tree stands when the Director determines that:
 - 1. The use does not create a hazard; and,
 - 2. The use does not displace needed parking for the primary use; and,
 - 3. The use is allowed by the property owner, and approved by the Director following the appropriate permit process.

Similar uses may also be approved by the Director on public parking areas following the appropriate permit process.

8.6 Unlawful Elimination of Required Parking or Loading Spaces

An owner or operator of any building or land use affected by this section shall not eliminate or reduce required parking or loading facilities without the establishment of alternative parking or loading facilities which meet the requirements of this Chapter.

8.7 Maintenance

All parking areas shall be maintained by the property owner or designee.

8.8 Computation of Required Vehicular Spaces

- A. Net Square Footage (NSF): For the purpose of calculating the minimum number of required parking spaces, Net Square Footage (NSF) means the total of all floor areas of a building as measured from the interior surface of each exterior wall of the structure including hallways, conference rooms but excluding stairwells and elevator shafts, mechanical rooms, janitorial sink rooms, restrooms, attic space, interior vehicular parking or loading, lobbies, storage rooms, enclosed porches and balconies.
- B. Fraction: If the calculation of the number of vehicular parking spaces in the Table 8.10-1 Table of Vehicular Parking Spaces contains a fraction, such number shall be rounded up or down to the next whole number:
 - 1. Fractions less than one-half (.5) shall be rounded down to the whole number; and
 - 2. Fractions which are one-half (.5) and greater shall be rounded up to the next higher whole number.
- C. Mixed Use: When different uses occupy a single development, the total required vehicular parking spaces shall be the sum of the requirements of the individual uses, except as otherwise allowed by this chapter such as through shared parking provisions.
- D. Parking Reduction and Flexibility: See Section 8.13, Parking Tools and Flexibility, for parking options to reduce parking or apply flexible solutions.
- E. Maximum Parking Increase Authority: See Section 8.19, Administrative Adjustment of Parking Standards, for process to potentially exceed maximum limits.
- F. Required Structured Parking: See Section 8.18, Structured and Surface Parking: Development, Design and Construction Standards for projects that are required to provide a portion of the on-site parking as structured parking.

8.9 Unspecified Uses

If this section does not specify a vehicular or bicycle parking requirement for a proposed use in the Tables of Vehicular (Section 8.10) or Bicycle Parking Spaces (Section 8.11), the Director shall establish the minimum requirement based on the nearest comparable use.

8.10 Table of Vehicular Parking Spaces

- A. Development shall provide vehicle parking spaces as specified in Table 8.10-1 Table of Vehicular Parking Spaces.

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED ¹
RESIDENTIAL		
Single Family Attached or Detached	1 per unit or .75/ unit if the unit is less than or equal to 600 sq. ft.	2 per unit
Accessory Dwelling Unit		1 per unit
Multifamily		
Multifamily: Studio Apartment		1 per unit
Multifamily: One Bedroom Apartment		1.25 per unit
Multifamily: other than Studio Apt. or one bedroom		2 per unit
Nursing Home	Determined by Director based on parking study by a professional with expertise in traffic and vehicular parking analyses.	1 space per 3 beds
Residential Care Facility		.5 per unit + 1 space per employee @ max. shift
Retirement Home		1 space per 3 beds
Rooming House and Boarding House		1 per unit
Senior Assisted Care Facility		.5 per unit + 1 space per employee @ max. shift
Senior Housing (large and small scale)	.5 per unit + 1 space per employee at peak times	1.5 per unit
Residential-Other		
Bed & Breakfast/Guest House	Determined by Director based on parking study by a professional with expertise in traffic and vehicular parking analyses.	1 per manager's unit and 1 per guest room
RETAIL		
including the following stores department, drug, pharmacy, feed, agricultural, grocery, convenience, hardware, liquor, paint, wallpaper, parts and accessories, plants, nursery, plumbing, wholesale, outlet, antique, appliance, bakery, bookstore, brewery, winery, confectionery, candy, fabric, florist, formal wear, tuxedo rental, furniture, gift, hobbies, toys, games, jewelry, laundromat, leather work and sales, locksmith, meat market, butcher, pawn, pet, photographic studio, photo supplies, second hand, consignment, shoe sales and repair, sporting goods, bicycle, stationery, card, video		

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED ¹
Less than 15,000 NSF (up to 3,000 NSF, see Small Business Waiver, Section 8.13.B3)	2 spaces per 1,000 NSF	5 per 1,000 NSF
More than 15,000 NSF		4 per 1,000 NSF
Car Wash (drive through)		8 stacking spaces per drive through entrance plus 1 per employee at maximum shift.
Car Wash (self service)		2 stacking spaces per wash bay
Automotive Sales, Dealership, Rental and Leasing		4 per 1,000 NSF – Parking for sale items is separate
Fuel Station		2.5 spaces per work bay + 5 per 1,000 NSF of Retail Use
MIXED USES - When different uses occupy a single development, the total required vehicular parking spaces shall be the sum of the requirements of the individual uses, except as otherwise allowed by this chapter such as through shared parking provisions.		
Less than 3,000 NSF of street level Non-Residential Uses	No Parking Required	5 per 1,000 NSF
COMMERCIAL		
Office Uses including the following: office, professional, or corporate, private and non-profit organizations.	2 spaces per 1,000 NSF	4 per 1,000 NSF
Employment Agency		5 per 1,000 NSF
Community Business Uses		
Temporary Lodging including the following: hotels, motels, time share lodging.		1.5 per each sleeping room or suite and 1 per manager’s unit
Dining, Leisure, Entertainment including the following: adult entertainment, amusement parlors, bar, tavern, billiard hall, pool hall, video arcade, banquet, reception delicatessen, restaurant, café, tasting area accessory to food or beverage manufacturing and production.		10 per 1,000 NSF
Bowling Alley		5 per bowling lane
Theater, Live and Movie		1 per 4 fixed seats and/or 1 space per 3 permitted occupants for areas w/out fixed seating
Cultural Facilities including the following: club houses, community center, conference center, library, museum, art gallery, stadium and arena (with or without open air amphitheater)	2 spaces per 1,000 NSF	1 per 3 fixed seats and/or 1 per 100 sq. ft. of assembly area without seating

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED ¹
<i>Personal Services</i> including the following: barber shop, beauty shop, nail salon, dry cleaning, pressing shop, funeral home, mortuary, health club, gym, aerobic studio, karate school, dance school, massage therapist, tanning salon, veterinary clinic		4 per 1,000 NSF
Day Care Operations (not operated as a home occupation)		1 space per 6 attendees at maximum occupancy and 1 space per employee at max. shift
<i>Small Health Services</i> including the following: ambulance (private), emergency facility (private), medical offices, dental offices, outpatient clinic, social services.		5 per 1,000 NSF
GENERAL COMMERCIAL USES		
<i>Multi-tenant Center</i>	3 spaces per 1000 NSF	4 per 1,000 NSF
<i>Business Services</i> including the following: rental, leasing, vehicle sales, dealership	2 spaces per 1000 NSF	2 per 1,000 NSF, including indoor display showrooms
Printing and Publishing		5 per 1,000 NSF
<i>Large Health Services</i>		
Hospital		3 spaces per bed
Laboratory Facility		5 per 1,000 NSF
<i>Service Commercial</i> including the following: building material storage and sales, cold storage plant, contractor’s storage yard, freight terminal, frozen food locker, rental equipment shop, storage of machinery (indoor), storage of machinery including boats, trailers, RVs (outdoor), warehouse storage, tire rebuilding and recapping, towing service, storage yard, truck and trailer storage (outdoor), wrecking and dismantling yard.		2 per 1,000 NSF
Distribution Center		2 spaces per 1000 NSF
Maintenance and Service Shops		2.5 per service bay
Motorcycle Sales and Repair		2.5 per service bay
Paint and Body Repair Shops		2.5 per service bay
Storage, Mini (completely enclosed)		1 per 20 storage units
INDUSTRIAL		

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED ¹
<i>Business Services</i> including the following: agricultural food processing, canning, bottling, preserving and packaging foods and/or beverages, carpenter shop, cement and gravel operation, clothing fabrication and repair, creamery or bottling plant, distribution center with limited manufacturing, electronic assembly and manufacturing, electroplating, feed and cereal mill, lumber yard, machine shop, manufacturing, processing raw materials (wood, fruit, ...), recycling center, research and development with or without chemical lab, sand blasting, sawmill, planing mill, upholstering without display, welding shop.	2 spaces per 1000 NSF	2 per 1,000 NSF
Art, Pottery and Stained Glass Studio (w/or w/out retail sales)		2 per 1,000 NSF for studio and 3 per 1,000 NSF for retail sales
GOVERNMENT AND INSTITUTIONAL USES		
<i>Government Services</i> including the following: courthouse, government offices, police station, city jail, fire station, post office	2 spaces per 1000 NSF	5 per 1,000 NSF
Maintenance Shop		2.5 per service bay
<i>Educational Services</i>	2 spaces per 1000 NSF	
College, University, Vocational, Technical and Business School		3.3 per 1,000 NSF
Elementary & Jr. High		4 spaces per classroom plus 1 space per employee
High School		5 spaces per classroom plus 1 space per employee
<i>Other</i>		
Houses of Worship		1 space per 3 seats
RECREATIONAL		
Baseball, Football and Soccer fields	No minimum	1 space for each 4 fixed seats (18 inches on a bench or bleacher is considered a seat), and 1 per 100 sq. ft. of assembly area not containing seats
Golf Course w/ or w/out Pro Shop, Restaurant, etc.		1 per 2 persons based on maximum occupancy and 1 per employee at maximum shift
Golf Driving Range		2 spaces per practice tee

Table 8.10-1 Table of Vehicular Parking Spaces		
LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED ¹
Neighborhood Park and Picnic Area		2 per picnic table
Shooting Range		2 spaces per practice station
Swimming Pool (Public)		1 space for each 3 fixed seats (18 inches on a bench or bleacher is considered a seat), 1 per 150 sq. ft. of water area.
Tot lot/Play area		none
Trail Head in Urban Open Space		Regional: 100 cars Multi-Purpose: 25 cars
Zoological Park and Garden		2.5 per 1,000 NSF of observation buildings plus 1 per employee at maximum shift
OTHER		
Helistop (as accessory use only)	No minimum	15 per 1,000 NSF of terminal/ passenger area

¹ Maximums apply to surface parking only. Maximums do not apply to under building or structured parking.

8.11 Bicycle Parking

- A. Development shall provide bicycle parking areas as specified in Table 8.11-1 Table of Bicycle Parking Spaces.

Table 8.11-1 Table of Bicycle Parking Spaces	
LAND USE	MINIMUM NUMBER OF PARKING SPACES REQUIRED
RESIDENTIAL Single Family Attached Multifamily	No spaces required No less than 2.0 spaces for entire multifamily project; 0.15 spaces/bedroom
OFFICE, DAY CARE, USES NOT LISTED	No less than 2.0 spaces per building; 1.0 space per 10,000 sq.ft.
RETAIL, PERSONAL SERVICES	No less than 2.0 spaces per building 1.0 space per 5,000 sq.ft.
LODGING	No less than 2.0 spaces per building; 1 per 20 rentable rooms
EATING AND DRINKING	No less than 2.0 spaces per building 1.0 space per 4,000 sq.ft.
INDUSTRIAL Manufacturing or Production Warehouse and freight Movement	No less than 2.0 spaces per building; 1.0 space per 15,000 sq.ft. No less than 2.0 spaces per building; 1.0 space per 40,000 sq.ft.
CIVIC, CULTURAL FACILITIES Non-Assembly Assembly	No less than 2.0 spaces 1.0 space per 15 employees No less than 2.0 spaces 1.0 space per 20 employees
SCHOOL Elementary through High School University	No less than 2.0 spaces 1.0 space per 10 students No less than 2.0 spaces 1.0 space per 10 students
RECREATION	Based on size and type of facility; reviewed with land use permit

B. Exceptions.

1. The Director may reduce the number of bicycle parking spaces if the Applicant demonstrates that bicycle activity will be limited at that location, but in no case will the number be reduced to less than two (2) bicycle spaces.
2. The Director may require additional spaces if the Director determines that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
 - a. Park/playfield;
 - b. Marina;
 - c. Library/museum/arboretum;
 - d. Elementary/secondary school or colleges/universities;
 - e. Sports club; or
 - f. Retail business (when located along a developed bicycle trail or designated bicycle route).

8.12 Motorcycle Parking

A. Required Motorcycle Parking Spaces (including Scooters and similar vehicles)

1. All non-residential uses containing twenty (20) or more parking spaces and residential developments of six (6) or more dwellings shall provide parking spaces for motorcycles.
2. Motorcycle spaces shall be provided at one (1) per thirty-six (36) of the required automobile spaces with at least one (1) motorcycle space provided for uses meeting the threshold in 8.12.A.1.
3. The Director may exempt those non-residential uses that would not normally have motorcycle-riding clientele (such as warehouses, storage facilities, automobile services, etc.) from motorcycle parking.

8.13 Parking Tools and Flexibility

A. Intent. The intent of the Parking Tools are to provide methods, incentives, techniques that will enable each Development or Parking District to decrease the reliance on the automobile, diminish the percentage of land dedicated to parking, and reduce the amount of parking needed to support the Project's uses while providing adequate parking for the District's uses and users.

B. Tools. The following tools provide options to reduce parking or apply flexible solutions:

1. **Transit Access.** Buildings with a primary pedestrian entrance within 1,300 feet of the Issaquah Transit Center may reduce required parking by 20% without a parking study.
2. **Improved Transit Access.** Certain other buildings with enhanced pedestrian routes may also reduce their parking requirements if measures as specified below are taken along the pedestrian route to the Issaquah Transit Center:
 - a. A building with a primary pedestrian entrance greater than 1,300 feet from the Issaquah Transit Center may reduce required parking by 20% with enhanced pedestrian route measures;
 - b. A building with a primary pedestrian entrance within 1,300 feet of the Issaquah Transit Center may increase the reduction of required parking to 30% with enhanced pedestrian route measures.

- c. All of the following enhanced pedestrian route measures are required to receive the parking reductions identified in this subsection:
 - 1) generally continuous weather protection (75% of property frontage not including crossings of vehicular routes);
 - 2) continuous, direct sidewalks or walks consistent with Circulation Facilities;
 - 3) generally continuous street lighting; and, minimized and/or enhanced pedestrian crossings of vehicular routes.
3. **Small Business Waiver.** A business which is less than or equal to 3,000 square feet Net Square Feet (NSF) and which meets all the following criteria will have its parking requirement waived. A business which is more than 3,000 NSF and which meets all the following criteria receives a waiver for the first 3,000 NSF. The criteria are:
 - a. It is located adjacent to a pedestrian facility;
 - b. It is visible from a pedestrian facility; and,
 - c. It has its primary pedestrian access from a pedestrian facility; and,
 - d. A parking plan is provided by the applicant, and approved by the City, showing customer and employee vehicle parking measures that minimize potentially negative spillover impacts to neighboring businesses and residents. The plan may show off-site public and private parking locations as well as a Transportation Management Action Plan to reduce vehicle parking.
4. **Retail in Mixed Use Building.** A Non-Residential space on the street level of a mixed use building which is less than or equal to 3,000 square feet NSF will have its parking requirement waived.
5. **On-Street Parking Credit.** Street level Non-Residential uses including retail, services, non-profits, or other commercial uses may count the on-street parking stalls within the right-of-way that are immediately adjacent to the building space to help fulfill the parking requirements.
6. **Off-Site Parking.** The minimum required parking may be provided by off-street parking within eight hundred (800) feet of the development for which the parking is required.
7. **Shared Parking.**
 - a. **Purpose.** The purpose of shared parking is to efficiently use parking resources where the potential for shared parking with abutting land uses has been analyzed and to efficiently use parking facilities for more than one (1) use, specifically uses whose prime hours of operation do not overlap. The intent of this provision is to decrease the amount of parking provided for a specific use by sharing adjacent underutilized parking facilities, for example between the Project and adjacent properties.
 - b. **Review for Shared Parking.**
 - 1) Existing Buildings: Shared parking may be approved administratively by the Director for existing buildings through a Level 1 Review;
 - 2) **New projects/buildings.** Shared parking for new projects does not require a separate review process, and may be approved within the site plan review process under which the project is being reviewed.
 - 3) Shared parking will only be permitted if prime hours of operation do not overlap, or if the overlap is less than one-half hour. Prime Hours of Operation are defined as: the time span during which a business or facility

has its highest level of activity from employees, clients, customers and/or other users.

- c. **Spaces Required.** If the businesses have non-overlapping Prime Hours of Operation, the property owner(s) shall provide parking spaces equal to those required of the business with the greater of the applicable individual parking requirements.
- d. **Approval Criteria for Shared Parking.** Shared parking for businesses with non-overlapping prime hours of operation may be approved if all of the following approval criteria are met:
 - 1) **Location.** The location of the parking facilities must be:
 - a) Within a reasonable walking or sight distance or otherwise associated with the uses involved in the shared parking contract. The location may not be more than eight hundred (800) feet from the property line of the business it is serving; and
 - b) Parking facilities are permitted outright, or through a specific site plan review process.
 - 2) **Pedestrian Connection.** A convenient pedestrian connection shall be provided between the shared uses and the parking facilities. This pedestrian connection shall be designed as barrier free and built with appropriate lighting and safety considerations.
 - 3) **Signage.** The availability of parking for each use shall be indicated by directional signs governed by Chapter 9.0 Signs.
 - 4) **Shared Parking Contract.** A contract is enacted, signed by all the owners/operators of the shared uses and the City, which provides for City enforcement. The shared parking contract shall:
 - a) Provide that the land comprising the required shared parking facilities shall not be encroached upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building or use which the required parking serves, so long as the shared parking facilities are needed. The contract terms shall be for as long as any of the shared uses continues in existence;
 - b) Indicate Prime Hours of Operation for shared uses;
 - c) Assign maintenance provisions for the parking facilities and landscaping;
 - d) Designate potential times of overflow, and a parking plan which will be implemented in the event of overflow; and
 - e) The parking contract approved by the Director shall be filed with the deed of the parcels involved, so that the agreement is binding upon successors; and
 - f) Provide for City enforcement of the subject locations.
 - 5) **Contract Changes.** Changes to the contract, or a redrafting of the original enacted contract shall be reviewed and approved through the Level 1 Review process. Termination of this contract may occur through the Level 1 Review process.
- 8. **Transportation Demand Management Study:** The Development may receive additional reductions in required parking with a Study looking at multiple comparable projects in the Pacific Northwest. The Transportation Demand Management Study must be by a traffic or parking professional selected jointly by

the City and the Applicant. Additional required parking reductions recommended by a Study may be approved by the Director, based on the following criteria:

- a. Demonstrable pedestrian, bicycle, or mass transit facilities provided to encourage and promote use by employees, residents, or customers which replaces automobile use;
- b. Density of more than 12 dwelling units per acre;
- c. Income restricted housing under 80% of Average Median Income; and/or
- d. Presence or provision of basic daily uses within 1,300 feet (i.e. ¼ mile) such as grocery/corner store, drug store, and child care; and/or weekly uses such as bank, convenience store, restaurant, or theater;
- e. Other criteria accepted by the Director.

9. **Tandem Parking**

- a. **Purpose.** The purpose of tandem parking is to allow flexibility in the parking provisions, which provides for a more attractive streetscape and pedestrian-friendly environment by more efficiently using the land.
- b. **Approval Criteria for Residential.** Tandem parking may be permitted for up to fifty percent (50%) of the total residential parking requirement if all of the following criteria are met:
 - 1) Each residential unit may have only one (1) tandem parking stall (equaling two (2) parking spaces) for each dwelling unit or for each multi-family unit requiring two (2) parking spaces; and
 - 2) Ingress and egress for the tandem parking stalls do not interfere with the safety of residents or adjacent property owners, and the functionality of adjacent parking.
 - 3) **Shared Residential Structured or Surface Parking Design Standards.**
 - a) Tandem parking stalls are permitted when their size equals two (2) standard stall dimensions (9 feet by 37.5 feet); and
 - b) Tandem parking stalls may be allowed on a case by case basis when their size equals the combination of a standard stall and a compact stall (9 feet by 35 feet). In reviewing the proposal, the Director shall consider the possible impacts of allowing the reduced tandem stall size, including the amount of tandem parking in relationship to side by side parking or on-street parking; the amount of overall parking; the width of the drive aisle.
 - 4) **Individual Private Residential Garage Design.**
 - a) Garage door width: 9 feet preferred; 8 feet, minimum.
 - b) Tandem garages in individual, private residences are permitted outright when they are greater than 9 feet by 37.5 feet, and when storage space is provided in the garage area for items which typically occupy garage space (e.g. bicycles and other gear). Applicants are required to provide storage space when tandem garages are greater than 37.5 feet in length.
 - c) Tandem garages in individual, private residences which are less than 9 feet by 36 feet are permitted on a case-by-case basis, with the following minimum considerations:
 - 1) No tandem parking garage shall be permitted which is less than 9 feet by 32 feet.
 - 2) The associated residential unit has no more than two bedrooms.
 - 5) Additional parking spaces may be required if the percentage of tandem parking spaces is increased beyond the standard percentage at a ratio

(proposed tandem parking spaces in garages vs. extra parking spaces) to be determined by the Director, so long as this additional parking does not negatively impact public safety.

- 6) Parking spaces are assigned to each unit;
 - 7) Adequate guest parking is provided; and
 - 8) Tandem parking shall not be used for the storage of boats, trailers, recreational vehicles, or materials.
 - 9) For calculating the percentages of allowed compact and standard parking: Tandem parking less than 37.5 feet in length is equivalent to one standard and one compact parking space; tandem parking equal to or greater than 37.5 feet in length is equivalent to two standard parking spaces.
- c. **Approval Criteria for Retail and Commercial.** Because of the need for individual occupants to coordinate parking on a large scale, tandem parking is permitted only for employees and then only if all the following criteria are met.
- 1) No more than twenty-five (25) tandem parking stalls (equaling fifty (50) parking spaces) may be provided;
 - 2) Parking spaces are assigned to all employees;
 - 3) Tandem parking stalls must be of standard size with an overall tandem stall size of 9 feet x 37.5 feet;
 - 4) Adequate visitor parking is provided; and,
 - 5) Tandem parking shall not be used for the storage of boats, trailers, recreational vehicles, or materials.
- d. **Exception for Retail and Commercial Customers.** Tandem parking is permitted for customers of retail and commercial uses if all of the following criteria are met during business hours:
- 1) Valet parking is provided for customers;
 - 2) Tandem parking spaces for customers are available only for valet parking use; and
 - 3) Retail and Commercial approval criteria 3, 4, and 5 above are met.
- e. Tandem parking is permitted at vehicle repair shops when valet parking is provided for customers.
- f. Tandem parking in residential development may not have more than two cars in a row. Tandem parking in retail and commercial may have more than two cars in a row when parking has an attendant or valet, and is reviewed by the Director.
10. **Delay of Installation.**
- a. **Delayed Parking:** Upon approval of the Director, completion of the required parking improvements may be delayed due to project phasing, inclement weather or poor soil conditions (example: settling of fill). Requests for such delays shall be submitted in writing and shall explain the reason for the request and an estimated completion date for the improvements. All approved delays shall be bonded pursuant to the City's estimate of the value of the delayed improvements.
 - 1) **Delay of Completion.** The Director may grant a delay in completion of the required parking for a particular use for either an unlimited or a specific time period contingent upon all of the following criteria being met:
 - a) Presentation of satisfactory evidence from the applicant that the anticipated parking needs of the proposed facility are significantly less

than those provided for in the Table 8.10-1 Table of Vehicular Parking Standards;

- b) Submission of a site plan showing:
 - (1) The parking area to be immediately developed;
 - (2) The reserved area fully designed as a landscaped area initially and as a parking area in the future; and
 - (3) The reserved area included as impervious surface for the site calculations and storm drainage calculations.
- c) The area designated for reserved parking is not a right-of-way or a dedicated easement unless otherwise approved by the City;
- d) There is a plan provided by the applicant showing how parking and future structures/buildings intended for or constructed in the subject area will be coordinated;
- e) The program shall include alternative transportation management procedures the applicant shall follow if minor or occasional parking problems occur; and
- f) A letter from the applicant guaranteeing full and satisfactory completion of all required parking improvements upon written notice of requirement by the Director.

- 2) Phasing: In the event the project is phased, the Director may apply additional conditions with related Project Permits to ensure each phase complies with the Development, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization.

- a) **Phased Occupancy.** In the event that a building is occupied in phases, the Director may determine that only a portion of the required parking is necessary with each phase. The calculation shall be based on the parking as calculated and/or modified by this Chapter. However, all parking shall be constructed and completed by final Certificate of Occupancy or final tenant improvement occupancy, whichever is later. The City may require a bond for any portion of the parking which is delayed.

- b) **Maintenance.** Prior to completing a project or during a Delay of Installation, interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will include removing invasive plants.

b. **Reserved Parking.**

- 1) Purpose and Intent: The purpose of reserved parking is to:
 - a) Provide less “paved and striped” parking than the minimum required, given documentation by the applicant which indicates a lower parking demand for the specific site or use; and
 - b) Provide landscaping or other use of the land in lieu of remaining parking which could be converted into “paved and striped” parking if site/use conditions change. The intent of reserved parking is to permit less impervious surface until conversion to parking is deemed necessary by the Director.

- 11. **Electric vehicle charging parking provisions.** For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five (5) percent of the total required parking spaces. For example, if forty (40) parking spaces are

required and two (2) electric vehicle charging stations are provided, the total required parking may be reduced to thirty-eight (38) spaces, yielding thirty-six (36) “regular” parking spaces and two (2) electric vehicle charging parking spaces. Note that in this example the total reduction may not be in excess of two (2) spaces ($40 * 5\% = 2$), so if three (3) electric vehicle charging stations were provided instead, the total reduction in required parking would still be two (2) spaces, yielding thirty-five (35) “regular” parking spaces and three (3) electric vehicle charging parking spaces.

12. **Shuttle.** If the majority of customers or employees arrive by shuttle service, a credit may be appropriate, as determined by the Director, based on the information provided by the Applicant.
13. **Valet.** If the majority of customers use valet parking, a credit may be appropriate, as determined by the Director, based on the information provided by the Applicant.
14. **Other Parking Measures.** The Director may consider and approve other parking measures that fulfill the intent and purpose of the parking code such as Vertical Stacking Spaces; Family Friendly parking (priority parking after ADA parking, for pregnancy, young children, etc. parking).
15. **Administrative Adjustment of Parking Standards.** The parking standards may be adjusted following the procedures and criteria outlined in Section 8.20.

8.14 Parking District

One or more properties or Developments may band together to form a Parking District. The Parking District may account for some or all of the parking requirements within the District including vehicular parking located in structures, surface lots, on-street parking, etc. and bicycle parking located in racks, lockers, rights-of-way, private access, etc. The Parking District may use a combination of Parking Tools or other measures approved by the Director to fulfill the Intent of this section.

A. **Intent.** The intent of the requirements for the Parking District is to:

1. Provide adequate vehicular and bicycle parking, as well as accessible bus stops, for uses within the Parking District;
2. Shift from car focused to a pedestrian-oriented and Park Once philosophy;
3. Collaborate with King County and Sound Transit to determine appropriate transit stop locations, as well as bicycle facilities such as bike racks or a bike station, where potential for a bike share program could benefit the entire community;
4. Provide incentives to encourage a transition from surface parking to structured parking;
5. Share parking, so it is used efficiently and space devoted to parking is minimized; and
6. Allow flexibility in the timing of parking construction, so that its construction can be efficient and related to construction phasing and demand for parking.

B. **District Establishment.** The Director may approve establishment of a Parking District following the procedures and criteria outlined in Section 8.19 Administrative Adjustment of Standards.

8.15 Barrier-Free Spaces

Parking shall be provided in accordance with the International Building Code (WAC Chapter 51-50, Chapter 11), as currently written or amended. These parking requirements shall not

be calculated as additional parking stalls to the requirement established in Table 8.10-1 Table of Vehicular Parking Spaces.

- A. Accessible parking spaces shall be located on the shortest possible accessible route of travel to an accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. Whenever practical, the accessible route of travel shall not cross lanes of vehicular traffic. Where crossing traffic lanes is necessary, the route of travel shall be designated and marked as a crosswalk. Exception: In multilevel parking structures, all accessible van parking spaces may be located on the same level.
- B. Where a parking facility is not accessory to a particular building, accessible parking spaces shall be located on the shortest accessible route to an accessible pedestrian entrance to the parking facility.

8.16 Loading Spaces

- A. **Purpose of Required Loading Spaces.** The purpose of requiring loading spaces is to provide for adequate room on-street or on-site for loading and unloading commercial vehicles associated with the Development.
- B. **When Required.** Whenever normal operation of any Development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that Development, a sufficient loading and unloading area shall be provided to accommodate delivery or shipment operations safely conveniently.
- C. **Loading Space Requirements.**
 - 1. **Shared Loading and Maneuvering Space.** Multiple uses which do not have conflicting loading times may share loading spaces and maneuvering space. Shared loading and shared maneuvering spaces are subject to Administrative Review.
 - 2. **On-Street Loading Spaces.** A use which requires one (1) Type A loading space and is serviced by vehicles which are no more than twenty (20) feet in length may use an on-street loading space subject to Director approval.
 - 3. **Change or Expansion in Current Use.** When a change of use is proposed for an existing structure, required loading shall be provided, according to the loading standards within this section. If the proposed use requires more loading than the previous use, the applicant shall provide additional loading space as an approval condition of development, unless the applicant can provide information showing that the use has adequate loading.
 - 4. **Other Parking Requirements.** No area allocated to loading and unloading facilities may be used to satisfy the other parking requirements of this Chapter, nor shall any portion of any other parking requirements of this Chapter be used to satisfy the area requirements for loading and unloading facilities, except for the maneuvering and circulation portions of such areas.
 - 5. **Signage and Hours.** Loading areas shall be signed and hours of use shall be established. If a Loading Space is not necessary during certain hours or days based on the use it serves, the Loading Space may be available for general parking; however “Other Parking Requirements” above still applies.

6. **Size.** All required loading facilities shall be designed such that vehicles engaging in loading or unloading activities shall not interfere with the public use of streets, alleys or sidewalks. Maneuvering space of not less than fifty-two (52) feet in length shall be provided abutting the loading dock, and this maneuvering space shall not include any area designated or used for off-street parking, storage or trash dumpsters unless the Director approves sharing of these spaces.
7. **Types.** Type A Loading Space shall be at least twenty-five (25) feet in depth and ten (10) feet in width, except that on-street loading spaces may be the width of adjacent parallel parking. Type B Loading Space shall be at least fifty (50) feet in depth and twelve (12) feet in width.
8. **Overhang.** All buildings with overhangs that project over loading spaces shall have a vertical overhang clearance of not less than fourteen (14) feet, exclusive of access aisle, platform or maneuvering area.

Table 8.16-1 Computation of Required Loading Spaces		
Type of Use	Type A	Type B
Commercial: 30,000 net sq. ft. (NSF) or less		
Retail, Restaurant, etc.	<ul style="list-style-type: none"> 1 loading for first 10,000 sf 1 loading space for next 20,000 nsf 	
Office	<ul style="list-style-type: none"> 1 loading space 	
Commercial: More than 30,000 net sq. ft. (NSF)		
Retail, Restaurant, etc.	<ul style="list-style-type: none"> 1 loading space per 30,000 nsf 	<ul style="list-style-type: none"> 1 loading space per 30,000 nsf
Office	<ul style="list-style-type: none"> 1 loading space per 30,000 nsf 	
Multifamily and/or Lodging		
20 - 40 units	<ul style="list-style-type: none"> 1 loading space 	
More than 40 units	<ul style="list-style-type: none"> 2 (total) loading spaces 	
Schools		
Elementary, Junior and Senior High, and others having food service	<ul style="list-style-type: none"> 1 loading space per food service operation 	

8.17 Stacking Spaces/Drive-Through Window Facilities

- A. **Purpose.** Drive-through stacking spaces provide safe and sufficient parking space to support drive-through facilities so they do not encroach on public streets, sidewalks, or private parking and circulation areas but also provide necessary vehicle space to support

this land use. Drive-through facilities are typical in suburban development schemes however they may be an inefficient land use that prevents location in urban developments.

- B. A stacking space shall be an area measuring eight (8) feet by twenty (20) feet with direct forward access to a service window of a drive-through facility. Individual spaces within the lane may not be delineated with pavement markings. Stacking lanes may not block a pedestrian route.
- C. **Requirements.** Uses providing drive-up or drive-through services shall provide vehicle stacking spaces as shown in Table 8.17-1 Minimum Required Stacking Spaces/Drive-Through Window Facility.

Table 8.17-1 Minimum Required Stacking Spaces/Drive-Through Window Facility			
Drive-Through Use	One Window	Two Windows	Three + Windows
Drive-Through Food/Beverage Service	5 stacking spaces	4 stacking spaces per window	3 stacking spaces per window
Drive-Through Bank/Financial Institution, Business Service, or Other Drive-Through Use Not Listed	4 stacking spaces	3 stacking spaces per window	2 stacking spaces per window

- D. **Parking Credit.** Credit towards minimum parking requirements shall be given for each drive-through station. One-third (1/3) parking credit shall be given for each stacking space; provided, that the terms related to the provision and design of stacking space are met. For example, two (2) drive-through windows with three (3) stacking spaces each equals six (6); six (6) multiplied by one-third (1/3) equals two (2) parking spaces credited to the total parking requirement, as established in Section 8.10-1, Table of Vehicular Parking Spaces.
- E. **Other Parking Lot Standards.** The drive-through facility must meet all other parking lot requirements including, but not limited to, location requirements, landscape screening, lighting, signage, and the Design Standards.

8.18 Structured and Surface Parking: Development, Design and Construction Standards

- A. **Purpose.** The purpose of design and construction standards for Structured and Surface parking is to provide safe access and parking areas for vehicles, as well as safe access from parking spaces to the specific use for persons using the parking. Additionally, the purpose is also to provide requirements for structured parking that enhance urban form and reduce surface parking by requiring residential, office and retail uses to provide a portion of the required parking within a structure.

- B. **Required Structured Parking.** Structured Parking is required for all new development in the following amounts:
1. **Office uses:** 50% of required parking in structures for projects above 5,000 Gross Square Feet. Office uses include: professional offices, financial offices, service-related offices, medical offices, dental offices, massage therapy offices, naturopathic offices, real estate offices, public administrative offices or similar office uses as determined by the Director.
 2. **Residential uses:** 50% of required parking in structures.
 3. **Retail/Service uses:** 50% of required parking in structures for projects above 25,000 Gross Square Feet.
- C. **Required Structured Parking – Vertical Mixed Use Overlay**
Structured parking is required for all new development within parcels abutting designated Vertical Mixed Use Streets in the following amounts:
1. **Office Uses:** 90% of required parking in structures for projects above 5,000 Gross Square Feet. Office uses include: professional offices, financial offices, service-related offices, medical offices, dental offices, massage therapy offices, naturopathic offices, real estate offices, public administrative offices or similar office uses as determined by the Director.
 2. **Residential Uses:** 90% of the required parking in structures.
 3. **Retail/Service Uses:** 90% of required parking in structures for projects above 25,000 Gross Square Feet.
- D. **General Design and Construction Standards:**
1. **Dimensions.** The dimensional requirements for Structured and Surface parking, including the dimensions of Standard, Compact, Micro and Motorcycle parking spaces and drive aisles are provided in Table 8.20-1 Sizes and Configurations. Standard parking stalls may not exceed the Standard dimensions. Any stall whose dimensions are less than the Standard stall in one or both directions, but no less than the Compact stall size are considered Compact stalls. Any stall whose dimensions are less than the Compact stall in one or both directions, but no less than the Micro stall size are considered Micro stalls. Stalls smaller than Micro may be provided for motorcycles; however, they do not count toward meeting the required vehicle parking provisions. Multiple or combination stalls may be received by the Director on a case by case basis when considering improved access and usability.
 2. Required parking may choose the following mix of parking stalls sizes:
 - a) Standard stalls: up to 100% of total required parking;
 - b) Compact stalls: up to 60% of total required parking;
 - c) Micro stalls: up to 5% of total required parking; and
 - d) Motorcycle stalls: Automobile parking requirements may be reduced one (1) space for every four (4) motorcycle spaces, provided up to a maximum five (5) percent of the total required automobile spaces.
 3. Location criteria for Compact and Micro stalls is as follows:
 - a) Head-in: Compact and Micro stalls may not be located on a fire lane unless their length is equivalent to a Standard stall; Or, for single loaded parking: The stall length and the fire lane width is equal to at least 37 feet with two lanes that are a minimum of 9 feet wide; For double loaded parking: Both stall lengths and the fire lane width is equal to at least 56 feet with two lanes that are a minimum of 9 feet wide; or, as otherwise approved by the Director.

- b) Parking spaces which are closest to the building's entrances shall not be Compact spaces.
 - c) Motorcycle spaces shall be located according to the same criteria and standards that are applicable to Micro parking spaces.
- 4. For both Structured and Surface Parking, drive aisle widths are linked to stall angle and stall lengths. Specified drive aisle widths given in Section 8.20 are the maximums, except as follows:
 - a) Where stalls of various sizes are mixed along a drive aisle, the largest drive aisle width associated with the largest stall size present is required; and
 - b) For design simplicity the parking layout may continue the use of the larger drive aisle in certain circumstances, e.g. where a drive aisle transitions from one stall size to another, structural columns placement, or similar situations.
- 5. **Surface Parking Lot Materials.** Single family residential uses are not required to pave and stripe parking and circulation areas. All other parking and circulation areas must be hard surfaced, consistent with the City of Issaquah's current construction standards for parking lots. Gravel, grass-crete, turf-block or other similar alternative surface may be permitted only if all of the following approval criteria are met:
 - a) **Barrier Free.** Those portions of the parking and pedestrian area are surfaced according to barrier free regulations;
 - b) **Access to Right-of-way.** At least twenty (20) feet of the initial vehicular entrance leading to all the right-of-ways are paved in order to minimize any dust, gravel or other material from being transported from the parking area to adjacent streets or alleys;
 - c) **Character/Location.** The alternative surface may be appropriate because of the character of the use and/or the character of the location; and,
 - d) **Parking Standards.** The alternative surface meets all other parking standards, excluding striping but including landscaping and screening.
- 6. **Marking.** The property owner shall identify required parking stalls, stall types, directional arrows and crosswalks within parking areas using paint or other methods approved by the Director. Display areas which are not required parking areas, such as a car dealership or rental display area, are not required to be marked as individual stalls.
- 7. **Driveways.**
 - a) **Location and Design.** The location and design of driveways shall be reviewed by the City in accordance with the City's driveway construction standards found in Issaquah's Street Construction Standards; however, driveways shall also be designed and sized to prioritize Pedestrian Friendliness while maintaining functionality for vehicles.
 - b) **Combined Driveways.** The owners of adjoining properties shall provide combined driveways wherever practical. In conjunction with approval of a Development, the City may require a property owner to provide an access and circulation easement to an abutting owner where joint access is reasonable to serve future development.
- 8. **Wheelstops.** When wheelstops are provided, they shall be positioned eighteen (18) inches into the parking stall. Wheelstops shall not be used in conjunction with curbs. Parking shall use one or the other method to ensure cars are contained within the

parking lot and that cars do not overhang into areas not intended for parking such as walkways or planting areas.

9. **Parking Stall Length in Surface Parking or non-parallel parking.** Parking stalls which have low landscape or additional hardscape (by moving the curb) at the head of the stall, may reduce the paved portion of the stall length by 2 feet as long as the vehicle can hang into the landscape or hardscape by 2 feet without reducing or impacting pedestrian walkway widths or the proposed landscape. Vehicle overhang must be indicated on all construction drawings using this technique.
10. **Inner Circulation Required.** Vehicle circulation for all off-street parking areas on the site shall be contained within the proposed parking lot or structure.
11. **Lighting.** See Chapter 17.0 for Lighting requirements.
12. **Repair and Maintenance of Required Parking and Circulation Areas.** The property owner shall maintain in perpetuity all parking and circulation areas in a safe, functional, and well-maintained condition that meets all applicable standards and project approvals.
13. **Prior Installation of Required Parking.** All parking improvements including striping and graphics required by this Chapter shall be installed prior to any change in the use of land or structures and prior to the occupancy of any new or enlarged structure.

8.19 Administrative Adjustment of Parking Standards

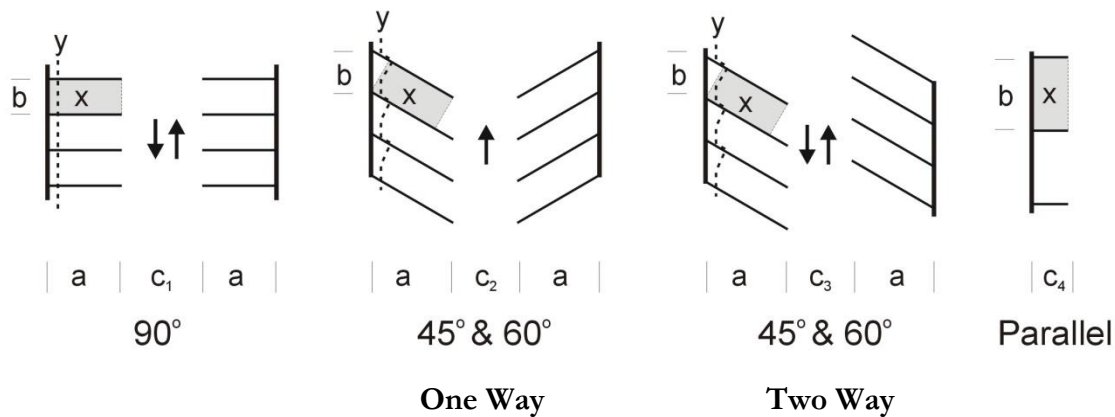
Approval criteria for the administrative adjustment of parking standards are as follows:

- A. **Vision.** The proposal is consistent with the Project purpose and vision including priority for pedestrian orientation and creation of a Public Realm.
- B. **Access.** The proposal will not create negative impacts to the abutting properties or right-of-ways, dedicated tracts, or easements;
- C. **Compatibility.** The proposal is compatible with the character of the surrounding properties and their parking facilities;
- D. **Intent.** The modification of the standards will be equal to, or superior in, fulfilling the intent and purpose of the original requirements;
- E. **Safety.** The proposal does not negatively impact any safety features of the project, nor create any hazardous features; and,
- F. **Services.** The proposal will not create negative impacts to public services, including fire and emergency services.
- G. **To Exceed Maximum.** The Applicant shall provide sufficient evidence showing that additional parking is necessary to meet the parking demand for the specified use, off-site shared parking is not available or adequate to meet demand, and Transportation Management Action Plan (see Section 8.4) measures have been maximized. The evidence shall be in the form of an analysis from a professional with expertise in traffic and vehicular analyses, unless the Director determines that a professional analysis is not necessary.

8.20 Structured and Surface Parking Stall and Drive Aisle Dimension Standards

The following diagram and table describes the dimensions and configurations for parking stalls and drive aisles in either parking lots or structured parking.

Figure 8.20-1 Sizes and Configurations



		x	a	b	c_1	c_2	c_3	c_4
Standard	90°	18.5' x 9'	18.5'	9'	24'	-	-	-
	60°	18.5' x 9'	20.5'	7'	-	16'	22'	-
	45°	18.5' x 9'	19.5'	6.5'	-	12'	20'	-
Compact	90°	16' x 8'	16'	8'	22'	-	-	-
	60°	16' x 8'	18'	7'	-	16'	20'	-
	45°	16' x 8'	17'	5.5'	-	12'	20'	-
Micro	90°	12' x 7'	12'	7'	18'	-	-	-
	60°	12' x 7'	14'	6'	-	16'	18'	-
	45°	12' x 7'	13.5'	5'	-	12'	18'	-
Parallel		20' x 7'	-	20'	-	-	-	7'
Motorcycle		8' x 4'*						

* Motorcycle drive aisles shall comply with the adjacent automobile drive aisle dimensions.

The following provide notes and additional information for using the information in Figure 8.20-1.

- A. See Section 8.18 Structured and Surface Parking: Development, Design and Construction Standards for additional information on the use of the various stall sizes.
- B. Bumper Overhang:
 - 1. On the diagrams, “y” is the bumper overhang.
 - 2. See Section 8.18.B.8 Wheelstops for additional information on bumper overhang.
 - 3. Generally it is assumed bumper overhang is 2 feet however with certain angles and certain size vehicles, a larger or smaller overhang may actually exist. The Applicant may provide additional information on the actual configuration so the Director may determine if another overhang dimension would be appropriate with the proposed configuration.
 - 4. This area may be used for walkway extension, alternative materials, landscaping, or rain garden. Unless wheelstops are used, the area may not be asphalt. See Section 8.18.B.8 for more information on wheelstops. In any case this area must be protected so that cars may not continue driving into this area.
- C. Drive aisles that will not be used by cars for backing will be limited to 18-20 feet wide for two way traffic and 14 feet for one way traffic.